

[2 March, 2007]

RAJYA SABHA

(b) No Sir. There are however, temporary shortfalls, specially with respect to newly commissioned smaller sponge iron plants and iron ore for export.

(c) Railways are taking up works to remove the infrastructural constraints, wherever they are, to meet the increased demand for transportation of coal and iron ore in the country including Orissa.

Railways time table

559. SHRI RAVULA CHANDRA SEKAR REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have issued new railway timetable from 1 July, 2006 for only about 5 months instead of one year as per earlier practice;

(b) if so, the reasons therefor;

(c) whether it is also a fact that the people have to purchase it twice in a year to know the timetable;

(d) if so, how can poor people purchase it twice in a year; and

(e) the steps being taken by Government to revert to the earlier practice of issuing timetable for one year to protect the poor person's interest in purchasing railway timetable?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (e) Yes, Sir. In pursuance of the announcement in the Railway Budget 2006-2007, Indian Railways had initiated action to review the All India Time Table de-novo. Consequently, in the first phase, the timings of a large number of trains have been made convenient and 140 trains have also been made superfast. These changes were reflected in the July-November, 2006 edition of time table. Since the Second phase of the exercise for further reviewing the Time Table was going on, (which has since been completed) time table valid for one full year would have been rendered useless due to large scale changes taking place in the second

phase of the exercise. Hence, in order to disseminate information to the public at large, the need for printing time table twice was felt. Accordingly, a second time table incorporating all changes, was released in December, 2006. It is only for this year that time tables are being printed twice.

Pending rail projects in North Eastern Region

560. SHRI T.R. ZELIANG: Will the Minister of RAILWAYS be pleased to state:

(a) whether proposals for construction of new railway lines, conversion of existing narrow gauge lines and doubling of existing railway lines in NER particularly in the State of Nagaland are pending with the Central Government;

(b) if so, the details thereof; and

(c) the details of reasons for the delay?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Requests have been received from State Government of Nagaland for new lines from Dimapur to Kohima *via* Niuland & Dimapur to Tizit.

(c) Work of new line from Dimapur to Zubza (Kohima) has been included in the Supplementary Budget 2006-07. The suggested alignment of line *via* Niuland is not considered feasible due to steep gradient involved. No survey has been done for Dimapur^Tizit new line.

Electrification of Rail Line in North Frontier Railway

561. SHRI URKHAO GWRA BRAHMA: Will the Minister of RAILWAYS be pleased to state:

(a) the logistic reason as to why the Railway department has not electrified any portion of railway line under North Frontier Railway;